THE FOURTH DAY.

26th February 1920.

The Assembly met at 12·10 P. M. on Thursday, the 26th February 1920.

25. Certain needs of the town of Alleppey in respect of trade.

Mr. M. Ousep Mathai (Member, Trading Classes, Alleppey) said that, in view of the proposed construction of the Cochin harbour, steps should be taken to see that the Alleppey port did not suffer in any way and that the subject of his representation was chosen with the object of placing certain requirements of the trading classes before Government. The first representation was that the Commercial Canal on which Government had spent a large sum of money recently in connection with repair was shallow on account of the large accumulation of silt and dirt. That rendered the passage of big canoes difficult. If the canal should be of real use, it should be deepened and made navigable for big canoes which were the main conveyances for the transport of traffic. Secondly, there were at Chungam two bridges connecting the eastern and western banks of the canal. In view of the fact that Chungam is a busy centre of trade and commerce, there should be another bridge connecting the southern and northern banks. Thirdly, the bulk of the traders and merchants were being put to great hardship in the matter of transport of goods. On account of the landing of large quantities of civil supplies from ships when they anchored which sometimes took weeks, the merchants were not being allowed to land their goods from steamers or transport them to ships. So far as European merchants were concerned, they had godowns specially constructed for them. The native merchants, having no such facilities, were being put to heavy loss and inconvenience. The Member, therefore, requested that the necessary facilities might be given to native merchants to enable them to keep their goods when delays occurred in taking them to the steamer. Lastly, the Member submitted that the floating of timber in the Commercial Canal had become a great source of trouble and obstruction to the heavy boat traffic and requested that orders might be issued for the transport of timber being confined to the Vadai canal where there was not congestion of traffic.

Dewan's reply.—In regard to another bridge at Chungam to connect the northern and southern banks of the canal, an estimate has been sanctioned. The godowns now used for storing rice by the Civil Supplies Department will soon become available for traders. The question of constructing more godowns and that of confining the transport of timber through the Vadai canal will be carefully considered.

26. Imposition of export duty on timber, rubber, etc.

Mr. C. P. Kochukunju Pillai (Member, Kottarakara taluk) said that the finances of the State not being in a flourishing condition, several requests of the people had to be refused. The only alternative was to find new sources, namely, imposition of export duty on timber, rubber, tiles and monozite sand. Export duty was imposed for a double purpose, *viz.*, (1) to have a share in the profits of a commodity to the country of production and (2) to ensure a part of the commodity for the use of the people of the country. Certain articles were being grown or made in Travancore and the foreign buyer had no alternative but to get them from Travancore. Timber was the first article in the list. There was export duty till 1087 on 16 kinds of timber exported from the State. It was abolished for 5 years from 1st Kumbhom 1087 and after the expiry of that period the abolition was continued for another year. Afterwards it was extended for a further period of 5 years from the 1st Kumbhom 1093. The Member gave figures about the quantity and value of timber exported and the amount of export duty realised for the past 13 years, from 1082 to 1094, and

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